

COLORADO BRIDGE ENTERPRISE

Memorandum

Colorado Bridge Enterprise
4201 East Arkansas Avenue
Denver, Colorado 80222

DATE: January 4, 2013
TO: Bridge Enterprise Board of Directors
FROM: Ben Stein, CDOT/CBE Chief Financial Officer
SUBJECT: Prioritization Plan Update

The Bridge Enterprise program manager in concert with CDOT Staff Bridge and other HQ / Regional staff are in the process of developing a "Prioritization Plan" (or Plan) intended to serve as an objective tool to determine whether or not a FASTER eligible bridge should be incorporated into the program.

The necessity for this Plan was outlined in the 10-Year Bridge Program Plan further validated by the Q1 FY2013 Bond Program allocation plan (reference encumbrance chart) which indicates that current available program funding (bond proceeds plus FASTER pay-go dollars) have been committed through FY 2015. This is contrasted with the amount of "poor" rated bridge deck area forecasted to increase in the next 3-5 years, and the Plan intent to ensure that available funding is being programmed to the best or most suited bridge.

The Plan will utilize a quantitative process (similar to the process to determine whether or not to deploy ABC techniques) that takes into consideration qualitative criteria as itemized below:

- Safety
- Sufficiency Rating
- Structural Deficiency versus Functional Obsolescence
- ADT (Average Daily Traffic) volumes
- Economic Investment as compared to projected useful life
 - Rehabilitation versus Replacement
 - Adjacent companion structure / roadway improvement projects
 - Life-cycle costs
- Bridge Importance
 - Located along strategic / state economic corridor or national highway / interstate system
 - Located along emergency evacuation route
 - Regional significance - singular access to local municipality or county
 - Projected user costs / detour lengths
 - Impacts to the traveling public

Plan methodology will assign each FASTER eligible bridge a numerical value which can be compared to other FASTER eligible bridges to determine which bridge is a better or more appropriate use of available funding. The Plan will also allow the Chief Engineer to override the calculated number and advance a bridge into the program. The Plan is scheduled to be presented at the February Board meeting.